IN THE SPECIFICATION

Please amend paragraph 23 as follows:

Figure 1 shows an embodiment 20 wherein an engine cradle 22 has a pair of longitudinally extending sides 24 and a laterally extending side 26. The laterally extending side 26 has an inner bore 27. That is, the laterally extending side 26 is generally tubular and extends between the sides of the engine cradle 22. As shown schematically, an engine 28 is supported on the engine [[22]] cradle 22 as known. In the prior art such engine cradles exist, and have sometimes received suspension components to mount a wheel 30. Further, the frame laterally extending sides 26 have been generally elongate tubular components, but have never been utilized to house suspension components. ~~Sides~~Laterally extending sides 26 are typically welded to longitudinally extending sides 24.

Please amend paragraph 24 as follows:

As shown schematically at 32, in the present invention suspension components are housed within the inner bore 27. The types of suspension components are shown extremely schematically in the figures 1-4, as the purpose of the first several figures are to show possible environmental locations for the frame members. Subsequent figures 5 and higher show examples of the types of suspension components which could be housed within the tubular frame members. Any of the first four figures could be the environment for the suspension components such as mounted with any of the suspension component embodiments illustrated in Figure 5 and higher.

Please amend paragraph 26 as follows:

As shown in Figure 2B, the modular frame portion 38 extends between the wheels 30, and also between the two lateral sides 36 of the vehicle. Again, suspension elements 32 are mounted within internal bore 40.

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Please amend paragraph 27 as follows:

Figure 3 shows yet another embodiment 42 which may be a corner module, and wherein ~~thea~~ crossing member 44 is fixed, such as by bolting to frame members 46. The frame member 44 provides structural support for the vehicle frame, and houses a suspension component 32. Notably, in this embodiment the ~~tubular frame~~crossing member 44 does not extend across the lateral sides of the vehicle.

Please amend paragraph 28 as follows:

Figure 4 shows an embodiment 80 wherein side walls, known as the wheel house 82 of an engine mount including fire wall 83 and a radiator support 84 are all formed as a complete modular unit. Mounting arms 86 are mounted to the sides of the ~~walls~~wheel house 82. A crossing frame component 87 crosses between the lateral sides of the system and has suspension components 32 mounted to the arms 86.

Please amend paragraph 30 as follows:

As shown in Figure 5, coil over ~~shock~~shocks 72 are mounted within the bore 74 of frame 69, and connect into a member 75 to in turn connect ~~through~~to an arm 76, which is in turn connected to a knuckle 77, also connected to an upper arm 78. Again, all of this structure connects to a wheel 71. The inclusion of the coil over shock 72 into the frame 69 provides better space usage, and ~~minimized~~minimizes the necessary space underneath the vehicle. A fixed frame 73 is welded into frame 69 as a base for the coil over shock. As is known, space under the vehicle is at a premium and the present invention thus provides very valuable benefits.

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Please amend paragraph 31 as follows:

Further as shown in Figure 5, the frame component 69 extends between the two lateral sides of the vehicle, although only one side is showing detail in this figure. Although it is preferred that the frame ~~69member~~ extend between the lateral sides, single side frames such as a corner module and as shown schematically in Figure 3 may also benefit from this embodiment, and each of the following embodiments with appropriate modification.

Please amend paragraph 32 as follows:

Figure 6 shows one half of an embodiment 50 wherein the crossing frame member 52 receives pistons 54. When used with fluid pistons 54 it is preferred the bore 55 of the crossing frame member 52 be generally cylindrical. A linkage 56 and 58 connects the piston 54 to a knuckle 64 which is also connected to an upper arm 62. The knuckle 64 is in turn connected to a wheel 30. A spring 68 generally forces the pistons 54 outwardly. A divider 70 divides the two sides of the crossing frame member 52 between the two wheels.

Please amend paragraph 35 as follows:

Figure 8A shows an embodiment 120, wherein the dividing wall 122 separates the frame element 123 into the two sides as in the prior embodiments. A gas spring 124 communicates fluid through a tap 126 into a chamber 128 to control the fluid force on ~~thea~~ piston 130. Again, a connection 132, 134, 137, 138 and 139 connects the piston 130 operatively to a wheel.

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Please amend paragraph 37 as follows:

Figure 9 shows an embodiment 150 having opposed pistons 154 and 156 on each side of the frame element 151. A divider 152 divides the frame element 151 into two components. This embodiment provides control over vehicle roll as will be described. If an upward force on the left hand side lower control arm 181 is transmitted through the linkage 182 to the piston 156, the fluid in the chamber 158 is driven into the chamber 190 on the right hand side through the tube 164. This will drive the piston 154 to the left, in turn causing the control arm 200 on the right hand side to move upwardly in the same general direction as the lower control arm 181. At the same time, fluid from the piston chamber 158 associated with the right hand side of the Figure 9 embodiment is driven through its tube 164 into the chamber 162. Housing surfaces 161 provide a mount surface for a spring 160. As the control arms 181 and 200 are moved upwardly, the vehicle roll is leveled providing more stable maneuvering.

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